CRAWLER LOADERS AND DOZERS OVER 100 HP

Why a drive system for years is finally

No, we're not about to tell you John Deere crawlers were the first machines to utilize hydrostatics. Actually, hydrostatic drive systems have been used in everything from ships to skid-steer loaders for more than 50 years.

John Deere was, however, the first North American manufacturer to offer hydrostatics in crawler loaders and dozers. That was more than 10 years ago. Today, others are discovering hydrostatics and are following John Deere's lead. Why? The reason is simple.

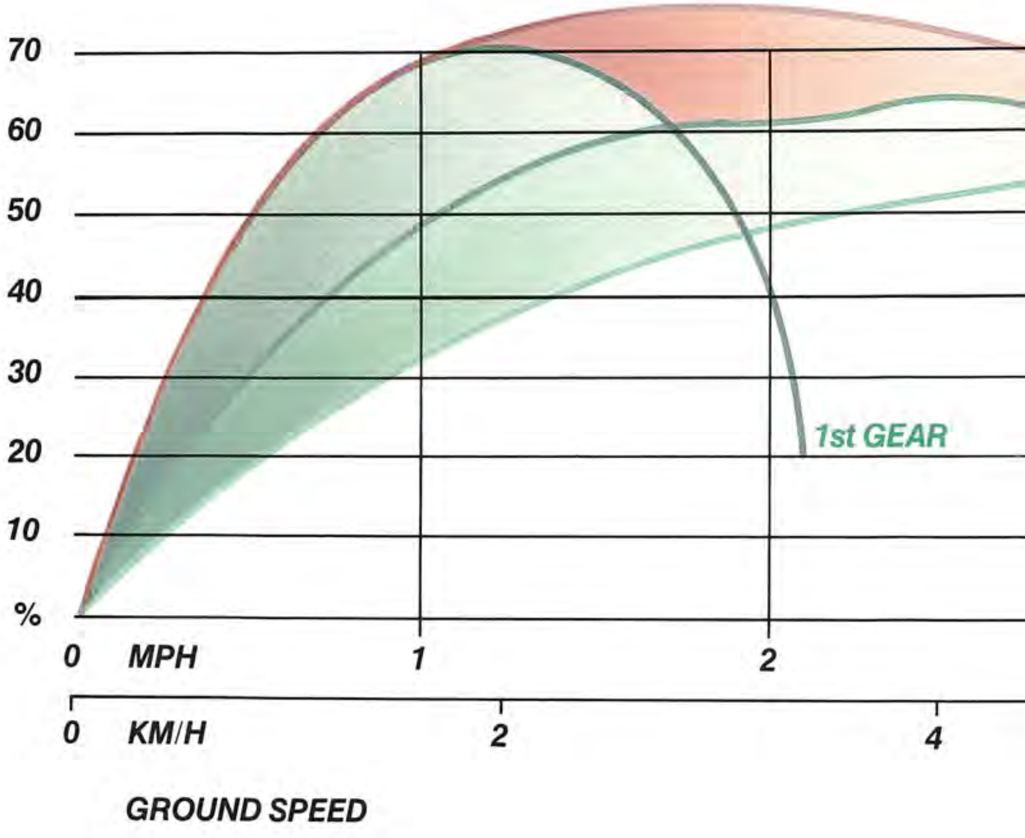
Hydrostatic drive offers advantages you just don't get with conventional drive systems.

Take design simplicity, for example. Hydrostatic drive systems are no more difficult to maintain than power shift torque converter transmissions. In fact, hydrostatic drive eliminates many of the parts that, quite frankly, you can do without. The bearings, shafts, seals, springs, valves and gears associated with conventional transmissions are gone. Instead of these parts that can cost you time, hydrostatic drive systems are loaded with features that can help make time.

Get behind the controls and the advantages of hydrostatic drive are even more obvious. With a conventional crawler, efficient operation depends largely on the operator. That's because it's up to the man in the seat to decide when to shift gears.

But the hydrostatic drivetrain in a John Deere crawler is different. It eliminates that guesswork. All a John Deere crawler operator has to decide is maximum desired travel speed. Once set, the crawler does the rest.

As loads change, the transmission responds, instantly and automatically powering up or down to match power and speed to the load. So you get perfect drive ratios for every load. This automatic load sensing feature keeps the engine operating at a fuel effi-



This graph compares the efficiencies of torque converter and hydrostatic powertrains.

that's been a success being 'discovered'

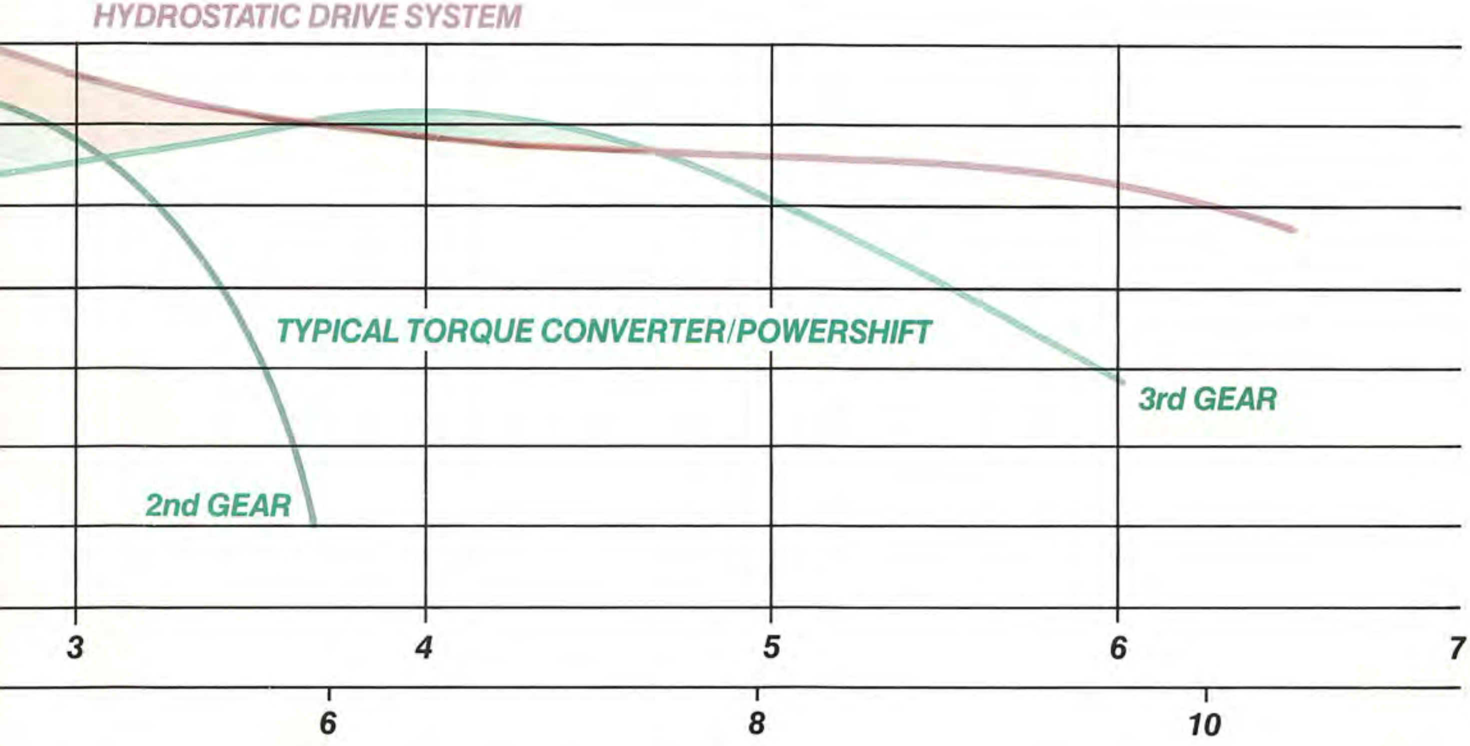
cient rpm. And lets the operator concentrate on doing his best work with the blade or bucket.

Hydrostatic drive makes a crawler more maneuverable, too. In a John Deere, each track is powered by a separate "transmission." Instead of dragging a track to turn, like a conventional crawler, the transmission powering the inside track simply slows down.

This infinitely variable track speed maintains full power and tractive effort at all times. So you can keep the blade or bucket fully loaded, even in turns. And make simple steering corrections without slowing down or stealing power. Tracks also counterrotate, for space-saving spot-turns in close quarters.

Speed selection is infinite, up to 6.7 mph (10.7 km/h). So you're not locked into a limited gear range. Never running in the wrong gear wasting power and fuel. It's an especially attractive feature for applications such as cable plowing where precise speed control is important.

Hydrostatic drive simply makes a crawler more productive and efficient. That's a fact John Deere learned more than 10 years ago. And a lesson others are just now learning.



Why conventional-driv

It's not only their appearance that makes other dozers seem out-of-date. It's also their performance.

With their conventional drivetrains and steering systems, other crawlers just aren't capable of delivering the kind of advantages you get with a John Deere.

Take power turns, for example. There are those who would like you to believe that a power turn is possible with a conventional clutch/brake steering system. The fact is, to steer a conventional dozer, you have to disengage a steering clutch and engage a brake. Partially disengaging a clutch, as some have suggested, doesn't give you a power turn. What it gives you instead, is worn-out steering clutches and brakes.

Then there's two-speed steering. It's a step ahead of conventional steering, but its advantages still fall far short of hydrostatic drive. Two-speed steering is just what the name implies. To make a turn, you shift one track into high, the other into low. It's a steering system with severe limitations. And the number of extra levers required to operate it makes it quite awkward.

The way a John Deere dozer steers is infinitely better. Its hydrostatic drivetrain provides full power turns at any speed, 0 to 6.7 mph (10.7 km/h). Simply by tapping a pedal or pulling a lever. And because steering is done hydrostatically, there are no steering

e dozers seem obsolete

clutches or brakes to adjust or replace.

Full power turn capability greatly improves maneuverability under normal operating conditions. So you can imagine its many advantages in less-than-ideal conditions.

Infinite speed selection is another John Deere advantage. Unlike conventional dozers, John Deere hydrostatic models have no preset speeds or limited gear range. This gives an operator complete freedom to choose the speed that's right for the job. This precise speed control is especially useful for jobs such as grading and cable plow work.

Then there's dynamic braking. Nothing demonstrates the value of hydrostatic drive better than work on slopes. A conventional torque-converter dozer tends to gain momentum when working downhill. The only way to counteract the problem is to ride the brake. So the operator usually does.

But the 750B and 850B are different. Their hydrostatic drivetrains maintain their preset speed, even on steep slopes. Without riding a brake.

Steering a conventional dozer on a severe slope can be even more of an adventure. That's because it requires an operator to cross-steer.

But a John Deere hydrostatic crawler steers the same whether it's grading a slab or dressing a slope.

There are a lot of mid-size dozers available today. But when you compare their features and working specs with the 750B and 850B, you'll find out what thousands of crawler owners already know. Compared to a John Deere, other dozers are obsolete.

750B
JOHN DEERE

120 HP / 750B
140 HP / 750B LT

Since its beginning, there's been no other crawler quite like the 750. Its fully automatic hydrostatic drive system enables it to do things comparable-size dozers can't. And has firmly established it as the productivity leader in its class.

Of course, regardless of how good any machine is, after 10 years there's always room for a few improvements.

Yet, because of the 750's advanced design, the changes in the B-model are more evolutionary than revolutionary.

For example, 750B's 414 cubic inch (6.785 L) turbocharged diesel is 9 percent more powerful than before. Maximum torque has increased to 375 lb.-ft. (509 Nm) at 1300 rpm. This boost in power provides higher drawbar pull throughout the entire working range. And makes the 750B even more productive.

Other refinements include face-type O-ring couplings on hydrostatic, hydraulic and fuel lines. These new-style couplings are superior to conventional flare fittings because they virtually eliminate leaks.

For improved stability and grading ability, the front crossbar has been changed to a stiffer fabricated design.

The 750B is loaded with these improvements and more. But be assured we didn't change a thing that made the 750 such a good machine.

As always, 750B's double-reduction planetary final drives are mounted independent of the track frames. This proven design keeps shock loads away from vital drive-train components. And helps extend the life of the final drives.

You still have a choice of sealed or lubricated Dura-Trax™ undercarriage. And the selection of blades and configurations is better than ever.

Blade choices include straight, manual angle, semi-U and power angle/tilt models.

Want a dozer with a little more power, stability or flotation than the 750B standard? Then the 750B LT is what you need.

This 140 hp (104 kW) long track dozer is 17 percent more powerful than the 750B standard. Its 7-roller track frames put 101 inches (2.57 m) of deep-heat treated track on the ground for even better traction, stability and balance.

Equipped with 24-inch (600 mm) grousers, the 750B LT is an excellent choice for work on soft ground. Or specify the optional 34-inch (864 mm) grousers for true low ground pressure performance. Ground pressure with wide grousers is a low 4.7 psi (32.7 kPa).

165 HP/850B

850B is a dozer you've got to operate to appreciate. Its compact design makes it appear smaller than comparable crawlers. Yet, it can outproduce any other crawler in its class. And is capable of working side-by-side with many larger machines.

Its Dual-Path hydrostatic transmission is a major reason 850B is so productive. Another is its turbocharged and intercooled 466 cubic inch (7.638 L) six-cylinder diesel.

A 466 cubic-inch diesel in a machine of this size? That's right. 850B's turbocharged and intercooled engine is more efficient than the larger displacement engines found in other crawlers.

This direct-injected diesel is loaded with details that deliver optimum fuel efficiency and reliability. Turbocharging and intercooling make the most of every drop of fuel. And plasma-processed rings, replaceable wet-type cylinder sleeves and cast aluminum pistons dissipate power-robbing heat quickly.

With more than 500 million hours of field experience, the 850B's engine is a proven powerplant. In fact, it's utilized in several other highly regarded John Deere machines including the 790D Excavator and 762B Scraper.

Like all John Deere dozers, the 850B is available in a variety of configurations. Standard-gauge versions are available with straight dozer, semi-U or angledozer.

For work on marginal ground conditions, there's a low ground pressure model. The 850B LGP's 88-inch (2.24 m) gauge, 38-inch (965 mm) grousers and 7-roller track frames reduce ground pressure to just 4.9 psi (33.2 kPa). Add to that all the advantages of hydrostatic drive and you have an LGP crawler that will work where others won't.

Then there's the 850B long track. Its 107 inch (2.72 m), 7-roller track frames make it an excellent grading tractor. And give it good stability on steep slopes.

The 850B is the most versatile and productive dozer of its size. But don't take our word for it. Ask your dealer for a demo and let the 850B prove itself.

850B
JOHN DEERE

Why others go t to try to improve on

The JD755 was truly unique. It was the first John Deere crawler loader over 100 horsepower. But even more significant, it was the first crawler loader in North America with a fully automatic hydrostatic drivetrain.

JD755's Dual-Path hydrostatic drivetrain sets it apart from others, providing it with a number of unique advantages. Power turns, counterrotation, automatic load sensing, infinite speed control. These advantages and more helped the JD755 establish new standards of performance. And sent other manufacturers scrambling to come up with hydrostatic loaders of their own.

Today, John Deere continues to lead the way with two hydrostatic crawler loader models. Although these two contain numerous refinements, they retain the same basic job-proved design that's been setting standards for more than 10 years.

There's more to a John Deere loader's appearance than meets the eye. Its traditional front engine design is as functional as it is appealing. The 755B, for example, converts 70 percent of its weight to tipping load capacity. For good balance and solid stability with heaped buckets.

The way these loaders look also affects the way the operator views his job. The raised operator's platform, slightly sloped hood, and low-profile loader masts give a commanding view of the work ahead. And the shape of the fuel tank provides a clear view to the rear. So an operator can work with confidence whether he's in close quarters or wide open spaces.

o great lengths our loader design

With these advantages and more, it's no wonder other manufacturers go to such great lengths to try to come up with a better loader design. But no matter how they try, they still come up short.

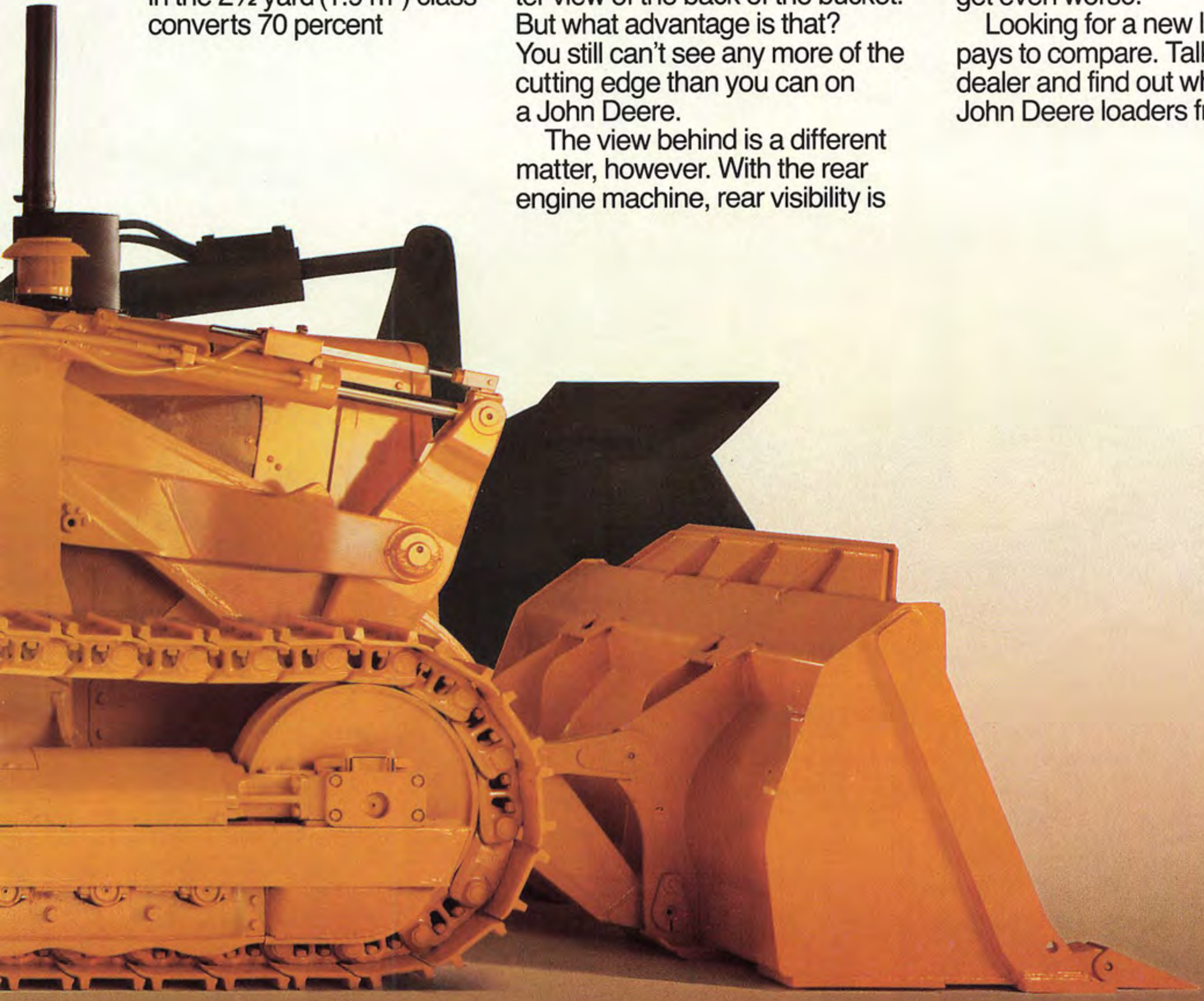
Take their rear engine configuration, for example. It's a design that's supposed to improve stability. But does it? A leading competitive model in the 2½ yard (1.9 m^3) class converts 70 percent of its weight to tipping load capacity. On paper, that spec is the same as the 755B. Yet, in actual field tests, this same machine showed a tendency to "rear up" when backing up a 10-degree slope with a full bucket.

Then there's visibility. Rear engine design is said to improve visibility. But does it? It does if what you're interested in is a better view of the back of the bucket. But what advantage is that? You still can't see any more of the cutting edge than you can on a John Deere.

The view behind is a different matter, however. With the rear engine machine, rear visibility is obstructed, at best. When you consider all-around visibility, a John Deere loader looks best.

Last, but certainly not least, is machine length. The rear engine loader's longer tail and obstructed rear view can cause real maneuverability problems. Especially in close quarters. Add a winch, ripper or other rear attachment and the problems get even worse.

Looking for a new loader? It pays to compare. Talk to your dealer and find out what separates John Deere loaders from the rest.



655B
JOHN DEERE

2 YD/655B

The 655B is just what a 2-yard (1.5 m³) loader ought to be. It's powerful enough to handle heavy loads. Yet, agile enough to take on jobs usually reserved for smaller machines.

You'll find its size, power and versatility will earn the 655B a place on almost any jobsite.

Excavating a basement on a small lot? Nothing opens things up like the 655B's counterrotating tracks.

Got a production loading job? 655B will keep your trucks rolling. Its 24,800 lb. (110 kN) breakout force heaps the 2 cubic yard (1.5 m³) bucket quickly. For fast cycling, all available power goes to propel the crawler when hydraulics are not in use.

Pull a ripper, roller or a cable plow. 655B can handle even sustained drawbar loads without overheating. Try that with any torque converter-driven loader. Dual-Path hydrostatic drive enables the 655B to do a lot of things other loaders can't. But it's not just conventional-drive crawlers that this loader outworks.

It also stacks up well against other hydrostatic loaders. Especially in close quarters. That's because 655B's front engine configuration is relatively compact. Without an engine protruding out the back, rear visibility is excellent and unrestricted. So an operator doesn't have to worry about backing into something he can't see.

A long list of options lets you equip your 655B just the way you want it. Order a cab with heater and air conditioning. A multipurpose bucket. Or a wide track undercarriage with lubricated track chain.

Regardless of whether you specify a basic crawler or one loaded with options, you get the same big John Deere advantage. John Deere Dual-Path hydrostatic drive.

So go ahead and look around. Compare the 655B with any other crawler in its class. If it's a versatile 2-yard (1.5 m³) loader you want, you'll find you can't do better than a 655B.

2.25 YD / 755B
2.5 YD / 755B WT

At 36,150 lb. (16 400 kg) and 140 hp (104 kW), the top-of-the-line 755B is our largest, most powerful hydrostatic crawler loader.

Put it to the test in your toughest digging conditions. Its 27,150 lb. maximum breakout force and excellent lift-to-crowd match will keep the heaped loads coming, pass after pass.

The general purpose bucket is built to fill easily and last long. With a Boron alloy cutting edge and corner teeth for extra durability. Heavy-duty side cutters resist wear and help prevent side bowing. And replaceable wear guards protect the bottom.

Bucket capacity is 2.25 cubic yards (1.7 m^3) with the 755B standard; 2.5 cubic yards (1.9 m^3) for the 755B wide track.

The optional 2 cubic yard (1.5 m^3) multipurpose bucket is also strong and powerful. Its 35,000 lb. (15 876 kg) clamping force grips objects securely. And keeps the bucket closed tight when back-dragging.

With deep-heat-treated sealed track links and through-hardened sealed rollers, 755B's Dura-Trax undercarriage is as durable as any. It's available with sealed or lubricated chain in standard or wide track configurations. Ground pressure with wide track is a low 9.5 psi (65.5 kPa).

If it's a versatile and productive loader you're looking for, you'll find you can't do better than the 755B.

Experience is one reason this loader stands out from the rest. While other hydrostatic crawlers were being designed, the 755 was being refined. John Deere engineers took this already reliable and productive loader and fine-tuned it to make it even better.

With all of the refinements that have gone into it, today's 755B might well be John Deere's best crawler loader ever.

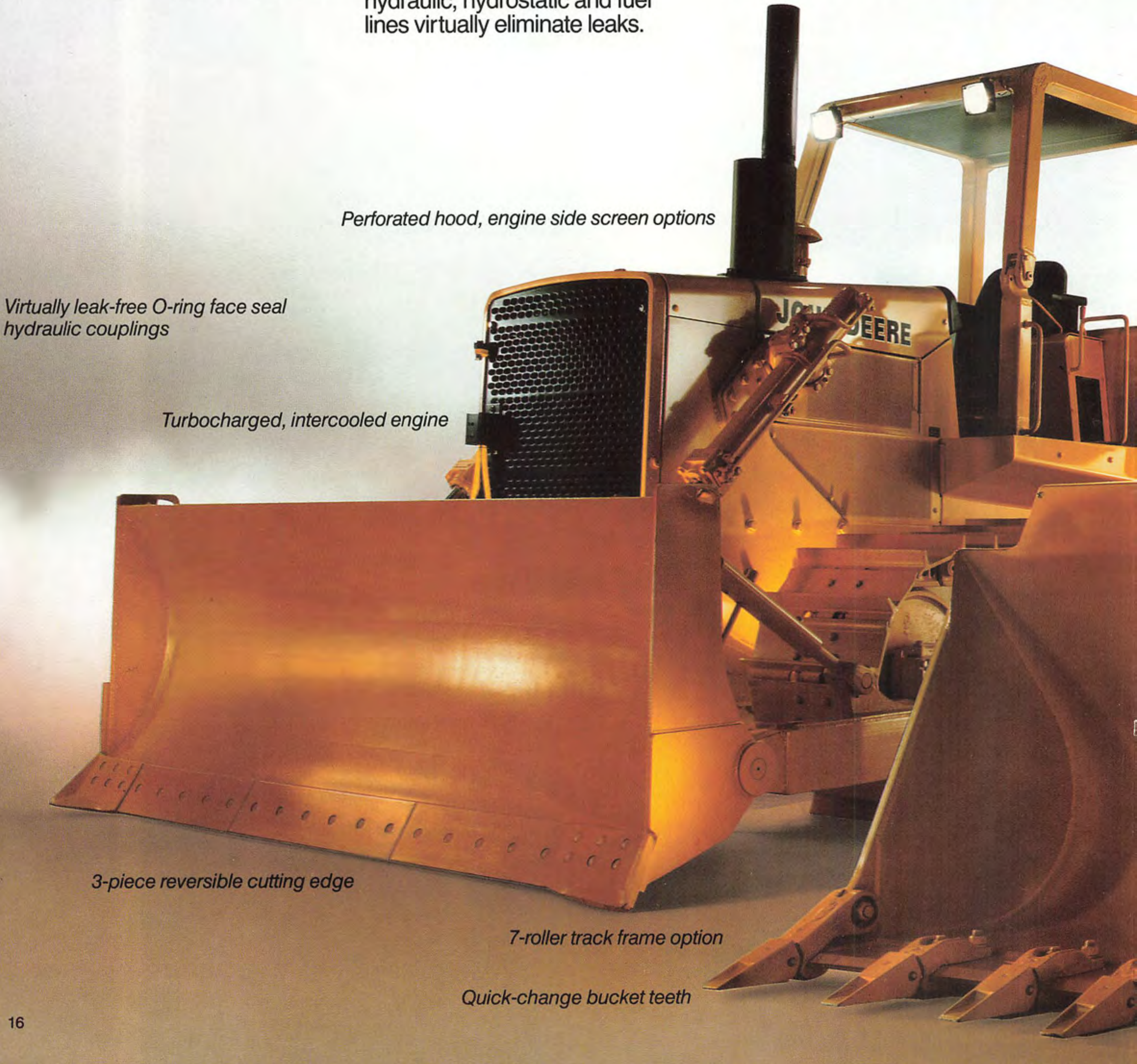
755B
JOHN DEERE

There's m in today's John Deere

Though their outward appearances have remained essentially the same, there's more to like in today's John Deere crawlers. Beneath their familiar exteriors are plenty of important improvements. More than 50 in all. Refinements that are the result of millions of hours of on-the-job experience.

Engines are more powerful. Options are more plentiful. Flat-face O-ring seal couplings on hydraulic, hydrostatic and fuel lines virtually eliminate leaks. Halogen work lights are six times brighter. And an offset fuel filler makes servicing simpler.

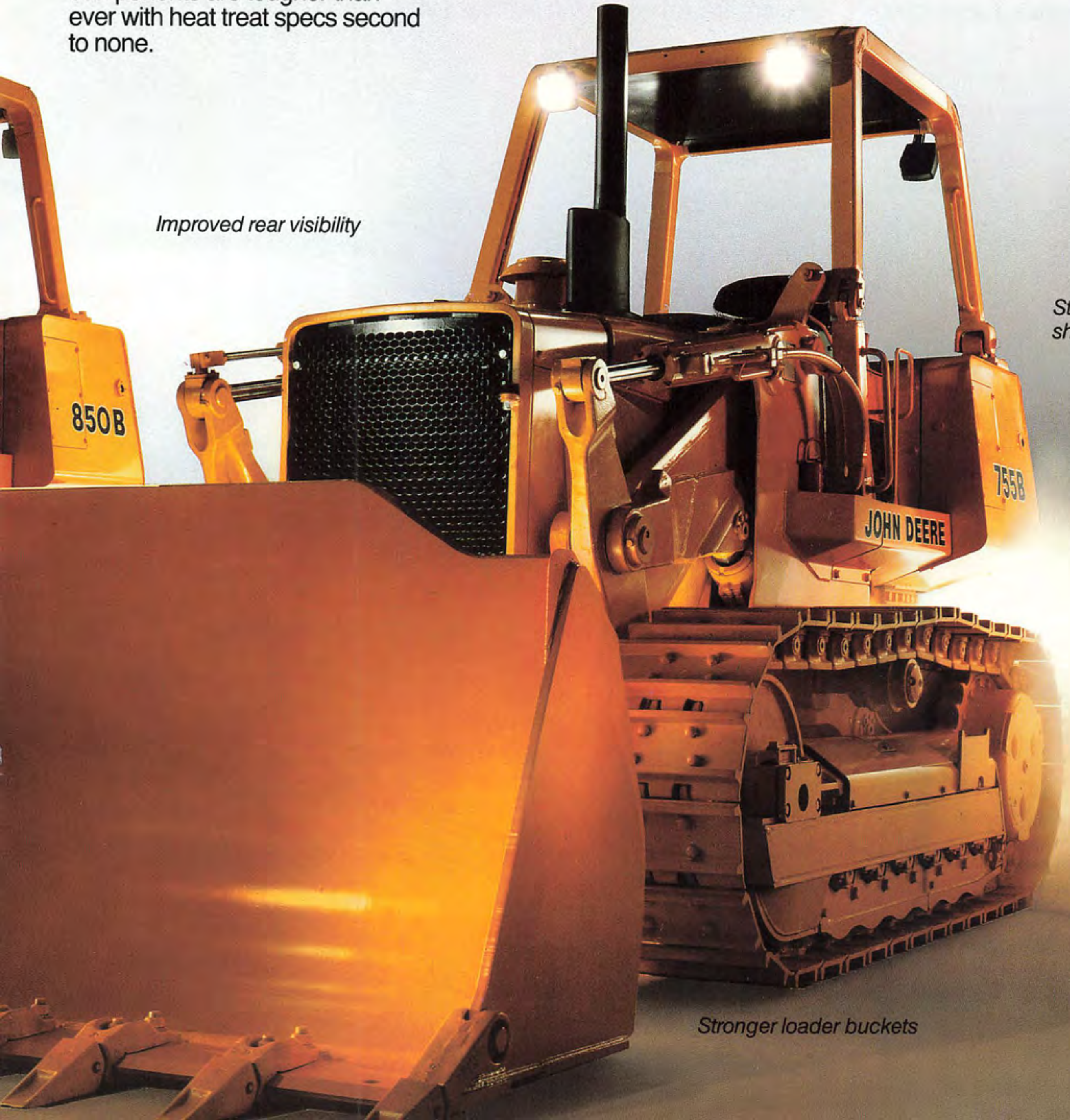
Most of the other refinements are less apparent. But they're no less important. Hoods and side


Perforated hood, engine side screen options
Virtually leak-free O-ring face seal hydraulic couplings
JOHN DEERE
Turbocharged, intercooled engine
3-piece reversible cutting edge
7-roller track frame option
Quick-change bucket teeth

ore to like hydrostatic crawlers

tanks are 33 percent thicker, 300 percent stronger. Loader bucket bottoms, sides, spill sheets and cutting edges are also stronger. Transmission controls are easier to adjust. Pedals are easier to push. Dura-Trax undercarriage components are tougher than ever with heat treat specs second to none.

Simply stated, today's B-Series Crawlers are the most productive, most reliable John Deere hydrostatic crawlers ever.


Brighter halogen work lights
Improved rear visibility
Stronger heavy-gauge sheet metal
850B
755B
JOHN DEERE
Dura-Trax undercarriage with sealed or lubricated chain and wide track options
Stronger loader buckets

How we took the work

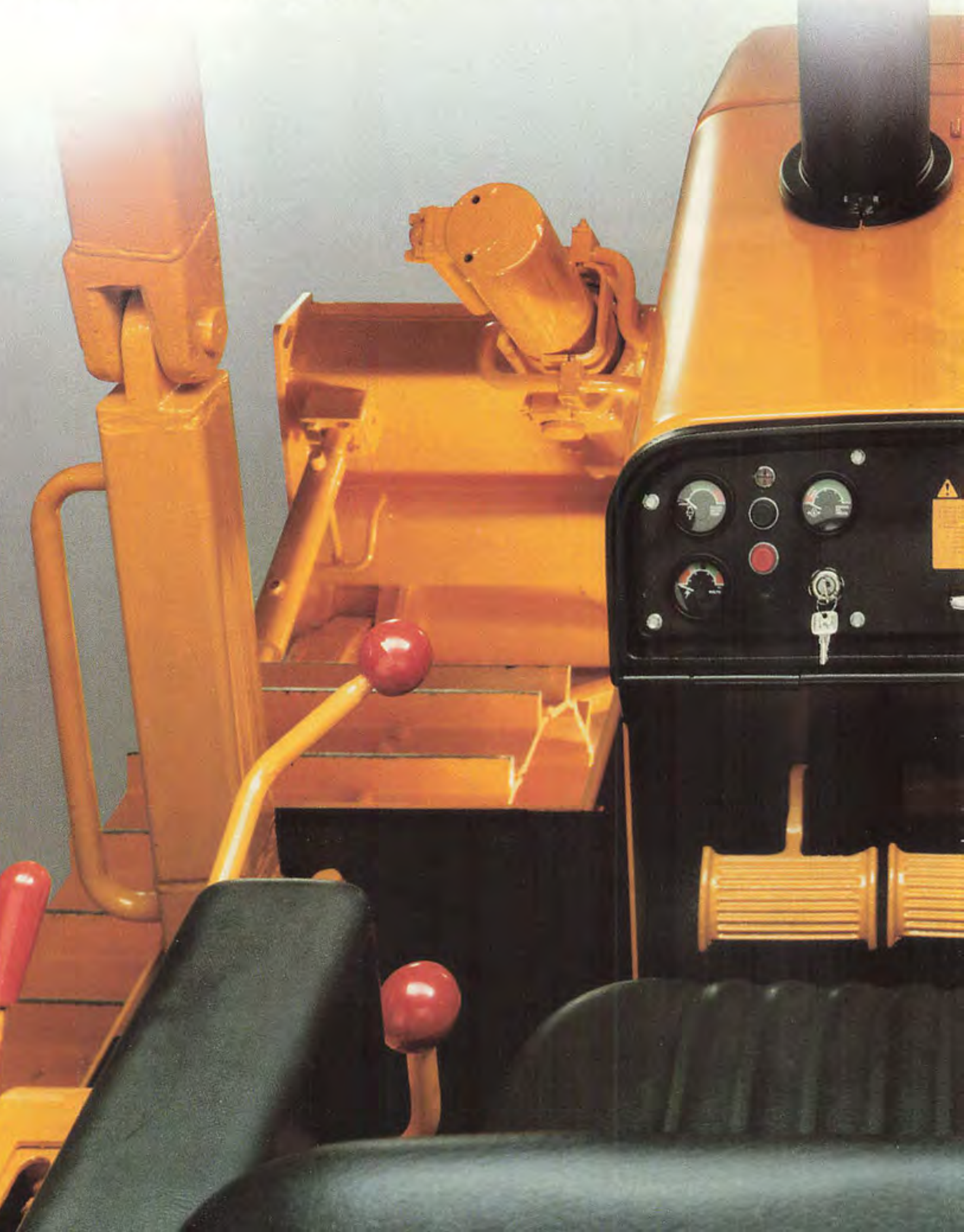
Who says running a crawler has to be so much work? John Deere crawlers are designed to be easier to operate. Uncomplicated to care for.

Even the simple things like stepping aboard have been well thought-out. Convenient handholds on both sides of the ROPS canopy provide easy access to the non-skid, walk-through operator station.

The fully padded armchair suspension seat surrounds you comfortably. And lets you place yourself in a position of comfort and control. Adjust it to your height and weight. Tilt it up or down. Slide it forward or back to get within fingertip reach of the controls. Armrests and seat back also adjust.

Controls seem to reach out for you, instead of the other way around. And they're logically located. Transmission and throttle levers are to your left. Hydraulic levers are on the right. Steering is done with short-throw levers or easy-to-push pedals.

Check out the view. You'll quickly see why we say these are operator's machines. All-around visibility is excellent and unrestricted. The low-profile design, slightly sloped hood, and raised operator's station provides a commanding view of the work ahead. And the shape of the fuel



Engine fluids and air filter restriction indicator are checked through two doors on top of the hood. Site gauges provide a quick check of hydraulic and hydrostatic fluid levels.

out of an operator's job

tank makes it easy to see what's behind.

Easy-to-read, color-coded, non-glare gauges are located well within your forward field of vision. So you can monitor vital machine operating information at a glance. Without shifting your attention away from the job.

Few crawlers, if any, are easier to operate than a John Deere. And few crawlers, if any, are easier to care for.

Daily engine, oil and coolant checks are made through two doors on top of the hood.

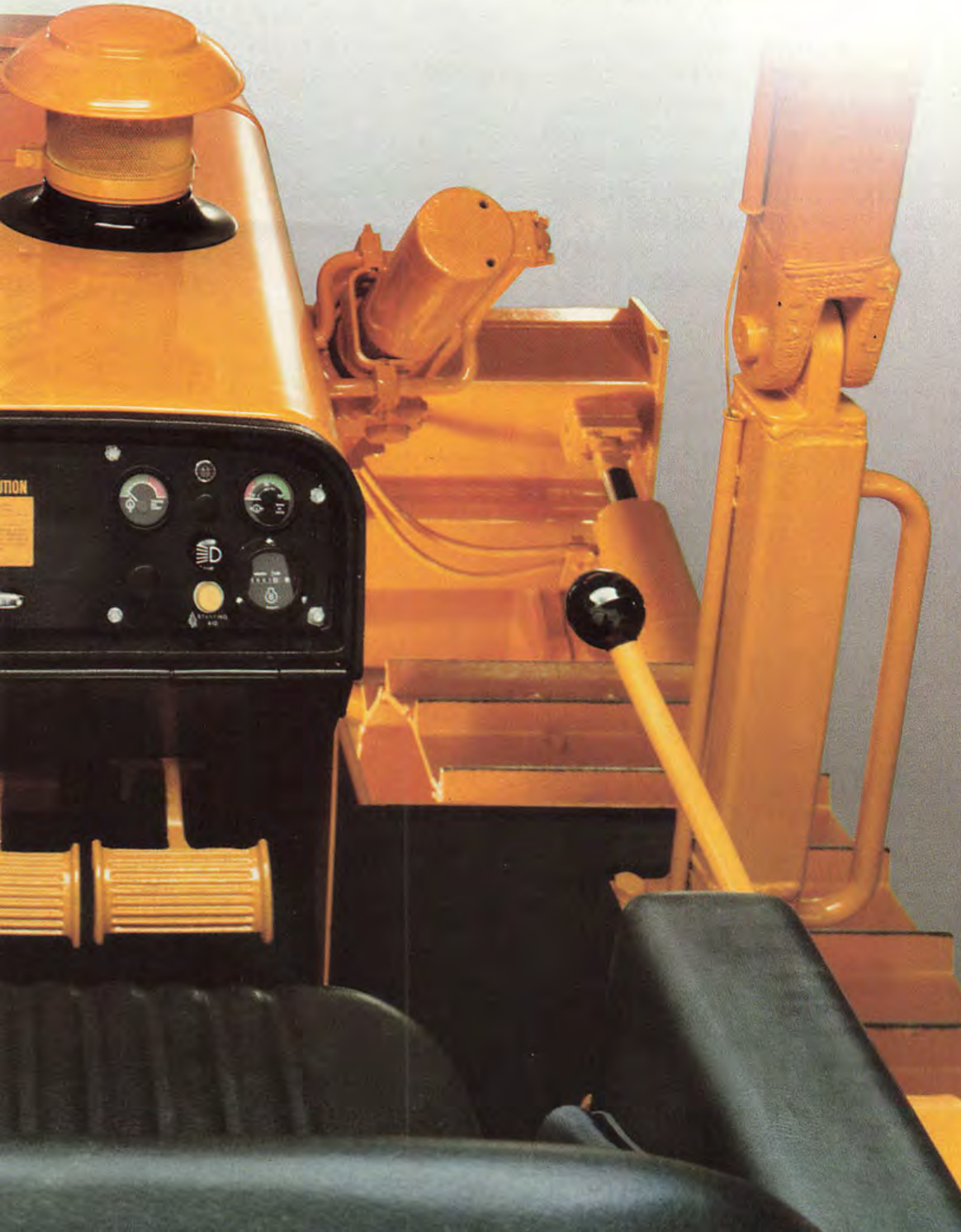
Sight gauges replace dipsticks to provide a quick reading of hydrostatic and hydraulic oil levels.

The 3000-hour transmission filter and hydraulic filters are located behind easy-to-open panels. Unlike some crawler designs, they can be serviced without tilting the cab. And they don't require special tools.

A dual-stage, dry-type aspirated air cleaner nearly triples filter life. It eliminates daily servicing, too.

And the corner-mounted fuel filler with lockable cap is easy to reach. For faster fill-ups.

These features and more keep daily servicing details at a minimum. So an operator can spend more time doing what he's paid to do. Operate the crawler.



The sloped fuel tank gives an operator a good view of the drawbar and area behind him. U-pattern transmission control makes operating easier. Z-pattern control is optional.

There's a John Deere for almost

Name the job. Chances are, there's a John Deere crawler for the task you have in mind. That's because their hydrostatic transmissions make them among the most versatile crawlers available.

Looking for a loader with excellent flotation? Both loaders can be equipped with optional wide track undercarriage. The wider 70-inch (1.78 m) gauge and 21-inch (533 mm) grousers decrease ground pressure to 8.8 psi (60.7 kPa) on the 655B; 9.5 psi (65.5 kPa) on the 755B.

Either dozer is an unbeatable choice for skidding logs. Their hydrostatic drivetrains are designed to handle heavy drawbar loads without overheating. And their dynamic braking feature is a real asset on steep slopes.

Equipped with felling head, John Deere loaders are equally at home in the woods. Their solid stability makes them good choices for harvesting tall timber. Or for work on steep slopes. And their independent track control gives them the nimble maneuverability necessary to work in tight areas without tearing up the ground.

Need a crawler for laying cable or fiber optics? You won't find a more ideal machine than a 750B or 850B. Their automatic load sensing and infinite speed control features provide the

Since 1976, John Deere Hydrostatic crawlers like these have proved themselves on a variety of job applications around the world.

hydrostatic crawler
any task

smooth moves and steady control that's easy on cable. With the wide variety of cable plows, feed tubes, fairlead packages and other attachments available, your dealer can put together the right cable plow crawler for your kind of work.

If terrain conditions demand a low ground pressure crawler, we've got those needs covered, too. Both dozers are available in LGP configurations. Ground pressure is a low 4.74 psi (32.7 kPa) for the 750B LGP; 4.9 psi (33.8 kPa) for the 850B LGP. Add to those figures the proven advantage of hydrostatic steering, and these two will work where other LGPs won't.

Whether you're clearing the land or cultivating it. In the woods or wide-open spaces. No matter what the job is or where it takes you, if it's a mid-size crawler you need, your John Deere dealership is the place to be.

Facts and figures

655B LOADER

Rated Power @2100 rpm:	**SAE**	**DIN 6270**
Net	120 hp (90 kW)	90 kW
Gross	128 hp (95 kW)	

Capacity, heaped, SAE .... 2.0 cu. yd. (1.5 m^3)

SAE breakout force .... 24,800 lb. (110 kN) (11 250 kg)

Wide track .... 26,690 lb. (118 kN) (12 100 kg)

SAE tipping load (w/drawbar, four counterweights and ROPS) ..... 19,100 lb. (8660 kg)

Wide track .... 19,170 lb. (8695 kg)

Engine: John Deere 6-414T

Type .... 4-stroke cycle, turbocharged diesel

No. of cylinders 6

Displacement .... 414 cu. in. (6.785 L)

Maximum net torque @ 1300 rpm ...... 375 lb-ft (509 Nm) (51.8 kg-m)

Transmission:

Drive .... Dual-Path, fully automatic, infinitely variable hydrostatic transmissions.

Speeds .... Infinite from 0 to 6.5 mph (0 to 10.5 km/h) forward or reverse.

Control .... Single-lever, variable speed, forward nd reverse.

Steering:

Fully modulated, infinitely variable pedal steering for live power turns and counterrotation. No need for steering clutches or steering brakes.

Brakes:

Service .... Hydrostatic

Parking .... Wet-disk brakes are automatically applied when engine is stopped, or manually applied with center foot pedal during normal operation.

Hyraulic System: Open-center

Control .... Single-lever bucket control with automatic bucket positioner and float position.

Tracks: 6-roller track frame with front and rear track guides and sprocket guard. Dura-Trax deep-heat-treated sealed track links and through-hardened sealed rollers provide maximum wear resistance.

Standard gauge
- Two bar grouser width ...... 15 in. (381 mm)
- Ground pressure .... 11.9 psi (82 kPa) (0.836 kg/cm^2)
- Length of track on ground .... 90.8 in. (2.31 m)
- Track gauge .... 64 in. (1.63 m)

Wide track
- Two bar grouser width ...... 21 in. (533 mm)
- Ground pressure .... 8.8 psi (59.3 kPa) (0.605 kg/cm^2)
- Length of track on ground .... 90.8 in. (2.31 m)
- Track gauge .... 70 in. (1.78 m)

SAE Operating Weight w/ROPS .... 32,400 lb. (14 696 kg)

SAE Operating Weight Wide Track w/ROPS . 33,600 lb. (15 423 kg)

755B LOADER

Rated Power @2100 rpm:	**SAE**	**DIN 6270**
Net	140 hp (104 kW)	104 kW
Gross	148 hp (95 kW)	

Capacity, heaped, SAE .... 2.25 cu. yd. (1.7 m^3)

Wide track .... 2.5 cu. yd. (1.9 m^3)

SAE Breakout force .... 27,500 lb. (122 kN) (12 474 kg)

Wide track .... 27,150 lb. (120 kN) (12 311 kg)

SAE tipping load (w/drawbar, four counterweights and ROPS) ..... 24,850 lb. (11 270 kg)

Wide track .... 24,680 lb. (11 190 kg)

Engine: John Deere 6-414T

Type .... 4-stroke cycle, turbocharged diesel

No. of cylinders 6

Displacement .... 414 cu. in. (6.785 L)

Maximum net torque @ 1300 rpm ...... 420 lb-ft (570 Nm) (58.1 kg-m)

Transmission:

Drive .... Dual-Path, fully automatic, infinitely variable hydrostatic transmissions.

Speeds .... Infinite from 0 to 6.7 mph (0 to 10.8 km/h) forward or reverse.

Control .... Single-lever, variable speed, forward and reverse.

Steering:

Fully modulated, infinitely variable pedal steering for live power turns and counterrotation. No need for steering clutches or steering brakes.

Brakes:

Service .... Hydrostatic

Parking .... Wet-disk brakes are automatically applied when engine is stopped, or operator-applied with center pedal during normal operation.

Hydraulic System: Open-center

Control .... Single-lever bucket control with automatic bucket positioner and float position.

Tracks: 6-roller track frame with front and rear track guides and sprocket guard. Dura-Trax deep-heat-treated sealed track links and through-hardened sealed rollers provide maximum wear resistance.

Standard gauge
- Two bar grouser width ...... 17 in. (432 mm)
- Ground pressure .... 11.2 psi (77.2 kPa) (0.787 kg/cm^2)
- Length of track on ground .... 93.5 in. (2.37 m)
- Track gauge .... 66 in. (1.68 m)

Wide track
- Two bar grouser width ...... 21 in. (533 mm)
- Ground pressure .... 9.5 psi (63.4 kPa) (0.647 kg/cm^2)
- Length of track on ground .... 93.5 in. (2.37 m)
- Track gauge .... 70 in. (1.78 m)

SAE Operating Weight w/ROPS .... 36,150 lb. (16 400 kg)

SAE Operating Weight Wide Track w/ROPS . . 37,450 lb. (17 000 kg)

750B BULLDOZER

Rated Power @ 2100 rpm:	**SAE**	**DIN 6270**
Net	120 hp (90 kW)	90 kW
Gross	128 hp (95 kW)	

Drawbar pull:

Maximum drawbar pull .... 47,500 lb. (211 kN) (21 550 kg) at 0.37 mph (0.6 km/h)

Engine: John Deere 6-414T

Type .... 4-stroke cycle, turbocharged diesel

No. of cylinders 6

Displacement .... 414 cu. in. (6.785 L)

Maximum net torque @ 1300 rpm ...... 375 lb-ft (509 Nm) (51.8 kg-m)

Transmission:

Drive .... Dual-Path, fully automatic, infinitely variable hydrostatic transmissions.

Speeds .... Infinite from 0 to 6.5 mph (0 to 10.5 km/h) forward or reverse.

Control .... Single-lever, variable speed, forward and reverse.

Steering:

Fully modulated, infinitely variable lever steering for live power turns and counterrotation. Pedal steering optional. No need for steering clutches or steering brakes.

Brakes:

Service .... Hydrostatic

Parking .... Wet-disk brakes are automatically applied when engine is stopped, or manually applied with center foot pedal during normal operation.

Hydraulic System: Open-center

Control .... Single-lever, two-function control

Pump .... Vane, 38 gpm (144 L/min) @ rated engine speed

Pressure .... 2000 psi (13 790 kPa) (140.6 kg/cm^2)

Tracks: 6-roller track frame with front and rear track guides and sprocket guard. Dura-Trax deep-heat-treated sealed track links and through-hardened sealed rollers provide maximum wear resistance.

Grouser .... 22 in. (559 mm)

Ground pressure .... 7.6 psi (52.4 kPa)

Length of track on ground .... 90 in. (2.29 m)

Track gauge .... 74 in. (1.88 m)

SAE Operating Weight w/ROPS and model 6225 bulldozer .... 30,070 lb. (13 640 kg)

(Specifications and design subject to change without notice. Wherever applicable, specifications are in accordance with SAE Standards. Except where otherwise noted, these specifications are based on a unit with roll-over protective canopy, full fuel tank, 175 lb. (79 kg) operator, and standard equipment.)

750B LONG TRACK

Rated Power SAE DIN 6270
@ 2100 rpm:
Net ....140 hp (104 kW) 104 kW
Gross ....148 hp (110 kW)
Drawbar pull:
Maximum drawbar pull .... 47,500 lb. (211 kN) (21 550 kg) at 0.52 mph (0.83 km/h)
Engine: John Deere 6-414T
Type .... 4-stroke cycle, turbocharged diesel
No. of cylinders 6
Displacement .... 414 cu. in. (6.785 L)
Maximum net torque @ 1300 rpm ...... 420 lb-ft (570 Nm) (58.1 kg-m)
Transmission:
Drive .... Dual-Path, fully automatic, infinitely variable hydrostatic transmissions.
Speeds .... Infinite from 0 to 6.5 mph (0 to 10.5 km/h) forward or reverse.
Control .... Single-lever, variable speed, forward and reverse.
Steering:
Fully modulated, infinitely variable lever steering for live power turns and counterrotation. Pedal steering optional. No need for steering clutches or steering brakes.
Brakes:
Service .... Hydrostatic
Parking .... Wet-disk brakes are automatically applied when engine is stopped, or manually applied with center foot pedal during normal operation.
Hydraulic System: Open-center
Control .... Single-lever, two-function control
Pump .... Vane, 38 gpm (144 L/min) @ rated engine speed
Pressure .... 2000 psi (13 790 kPa) (140.6 kg/cm²)
Tracks: 7-roller track frame with front and rear track guides and sprocket guard. Dura-Trax deep-heat-treated sealed track links and through-hardened sealed rollers provide maximum wear resistance.
Grouser .... 24 in. (610 mm)
Ground pressure .... 6.35 psi (43.8 kPa) (.45 kg/cm²)
Length of track on ground ...... 101 in. (2.57 m)
Track gauge, standard .... 74 in. (1.88 m)
SAE Operating Weight
w/ROPS .... 30,770 lb. (13 960 kg)

850B BULLDOZER

Rated Power SAE DIN 6270
@ 1800 rpm:
Net ....165 hp (123 kW) 123 kW
Gross ....175 hp (131 kW)
Drawbar pull:
Maximum drawbar pull .... 65,000 lb. (289 kN) (29 484 kg) at 0.25 mph (0.4 km/h)
Engine: John Deere 6-466A
Type .... 4-stroke cycle, turbocharged and intercooled diesel
No. of cylinders 6
Displacement .... 466 cu. in. (7.638 L)
Maximum net torque @ 1200 rpm ...... 578 lb-ft (784 Nm) (80 kg-m)
Transmission:
Drive .... Dual-Path, fully automatic, infinitely variable hydrostatic transmissions.
Speeds .... Infinite from 0 to 6.5 mph (0 to 10.5 km/h) forward or reverse.
Control .... Single-lever, variable speed, forward and reverse.
Steering:
Fully modulated, infinitely variable lever steering for live power turns and counterrotation. Pedal steering optional. No need for steering clutches or steering brakes.
Brakes:
Service .... Hydrostatic
Parking ...... Wet-disk brakes are automatically applied when engine is stopped, or manually applied with center foot pedal during normal operation.
Hydraulic System: Open-center
Control .... Single-lever, two-function control
Pump .... Vane, 42.5 gpm (161 L/min) @ rated engine speed
Pressure .... 2250 psi (15 514 kPa) (158.2 kg/cm²)
Tracks: 6-roller track frame w/front and rear track guides and sprocket guard. Dura-Trax deep-heat-treated sealed track links and through-hardened sealed rollers provide maximum wear resistance.
Grouser .... 24 in. (610 mm)
Ground pressure .... 8.2 psi (56.5 kPa) (0.58 kg/cm²)
Length of track on ground .... 95 in. (2.41 m)
Track gauge .... 74 in. (1.88 m)
SAE Operating Weight
w/ROPS and model
6545 bulldozer .... 37,515 lb. (17 016 kg)

850B LONG TRACK

Rated Power SAE DIN 6270
@ 1800 rpm:
Net ....165 hp (123 kW) 123 kW
Gross ....175 hp (131 kW)
Drawbar pull:
Maximum drawbar pull .... 65,000 lb. (289 kN) (29 484 kg) at 0.25 mph (0.4 km/h)
Engine: John Deere 6-466A
Type .... 4-stroke cycle, turbocharged and intercooled diesel
No. of cylinders 6
Displacement .... 466 cu. in. (7.638 L)
Maximum net torque @ 1200 rpm ...... 578 lb-ft (784 Nm) (80 kg-m)
Transmission:
Drive .... Dual-Path, fully automatic, infinitely variable hydrostatic transmissions.
Speeds .... Infinite from 0 to 6.5 mph (0 to 10.5 km/h) forward or reverse.
Control .... Single-lever, variable speed, forward and reverse.
Steering:
Fully modulated, infinitely variable lever steering for live power turns and counterrotation. Pedal steering optional. No need for steering clutches or steering brakes.
Brakes:
Service .... Hydrostatic
Parking ...... Wet-disk brakes are automatically applied when engine is stopped, or manually applied with center foot pedal during normal operation.
Hydraulic System: Open-center
Control .... Single-lever, two-function control
Pump .... Vane, 42.5 gpm (161 L/min) @ rated engine speed
Pressure .... 2250 psi (15 514 kPa) (158.2 kg/cm²)
Tracks: 7-roller track frame w/front and rear track guides and sprocket guard. Dura-Trax deep-heat-treated sealed track links and through-hardened sealed rollers provide maximum wear resistance.
Grouser .... 24 in. (610 mm)
Ground pressure .... 7.65 psi (52.7 kPa) (0.54 kg/cm²)
Length of track on ground .... 107 in. (2720 mm)
Track gauge, standard .... 74 in. (1880 mm)
SAE Operating Weight
w/ROPS .... 39,315 lb. (17 833 kg)

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